

Integrated Work Plan (IWP) Update

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October 16, 2009



IWP Update

- IWP Element Validation
- IWP Restructuring
- Policy Issue Enhancements
- IWP/Avionics Roadmap Alignment
- JPE Redesign

IWP Element Validation Activity

- **IWP version 1.0 was published in September 2008 without formal agency concurrence on element “ownership”**
 - The elements were the result of work by the nine Working Groups
 - The Joint Planning and Development Office (JPDO) had suggested which partner Agency would be the Office of Primary Responsibility (OPR) and Office of Collateral Responsibility (OCR) for each of the elements (Suggested Office of Primary Responsibility (SOPR) and Suggested Office of Collateral Responsibility (SOCR))
 - There was no explicit endorsement or validation of the element content or agreement on OPR/OCR designation included in IWP Version 1.0
- **One of the key tasks that the IAED and Strategic Interagency Initiatives Division (SII) undertook for FY09 was to validate both the content and “ownership” of the included elements**
 - IEAD addressed all elements except the Policy Issues which are the purview of the SII

IWP Element Validation Activity

- Including the Policy Issues there were over 750 elements included in IWP Version 1.0
- Over 85% of these elements were tagged with a Partner Agency as SOPR

IWP Element Validation Activity

Agency	IWP Elements	OPR Acceptance	Comment
Department of Commerce (DOC)	51	51	Feedback and acceptance on all SOPR elements
Department of Defense (DoD)	27	15	Coordination of feedback on 12 elements ongoing
Department Homeland Security (DHS)	93	18	Acceptance on Policy Issues (14)
Federal Aviation Administration (FAA)	489	113	Ols completed, plan for Enablers developed and underway
National Aeronautics and Space Administration (NASA)	44	21	Received acceptance on Airspace Systems elements. Awaiting formal comments from Fundamental and Safety Programs



IWP Reorganization

The content of the IWP was reorganized around a “Capability Based” framework

- | | |
|--|--|
| <ul style="list-style-type: none">• Provide Collaborative Capacity Management• Provide Collaborative Flow Contingency Management• Provide Efficient Trajectory Management• Provide Flexible Separation Management• Provide Integrated NextGen Information | <ul style="list-style-type: none">• Provide Coordinated National and Homeland Security• Provide Improved Environmental Performance• Provide Safe Air Transportation System• Provide Flexible Airport Facility and Ramp Operations |
|--|--|


Policy Issue Enhancements

- The Policy Issues included in the IWP were enhanced for clarity and compatibility with other IWP elements
 - All titles, descriptions, and element relationships were reviewed and updated
 - All dates were changed to reflect when the policy issue needed to be resolved

IWP/Avionics Roadmap Alignment


- 15 new avionics and aircraft related Enablers were added to the IWP
- Two IWP avionics related Enablers were deleted
- Titles, descriptions, dates, suggested Agency responsibilities, and predecessor/successor relationships were updated for 18 Enablers
- Predecessor element relationships were changed for three Operational Improvements

Joint Planning Environment Redesign (cont'd)

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Headlines

[IWP FY12 and EA FY12 Available For Viewing and Commenting](#)

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The JPDO NextGen Joint Planning Environment (JPE) is a web-accessible application which serves as a foundation for collaboration, alignment, analysis and integration of NextGen related activities among the JPDO's partners and NextGen stakeholders. This application allows the JPDO to communicate NextGen planning information in a clear and concise way to partner agencies and stakeholders more quickly, with additional features not possible via paper based publication.

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🏠 IWP FY12 > Operational Improvements [IWP ... > OI-0304 Flexible Entry Times f...

Contents Actions

Operational Improvement [IWP FY12] - 519269

OI-0304 Flexible Entry Times for Oceanic Tracks

Related Reports

📅 OI Timetable OI Timetable

Attributes

Attribute	Value
Name	Flexible Entry Times for Oceanic Tracks
Text Id	OI-0304
Description	Flexible entry times into oceanic tracks or flows allow greater use of user-preferred trajectories. Under the Oceanic Trajectory Management Four Dimensional (OTM4D) pre-departure concept, flexible entry times into oceanic tracks allow aircraft to fly minimum time/fuel paths. Air Navigation Service Provider (ANSP) automation reviews the request and negotiates adjustments to entry time requests. By incorporating entry optimization algorithms within the request review process, flights trade-off some near-term suboptimal profiles to achieve more optimal oceanic profiles.
# Planning IOC	2013
Functional Drivers	Oceanic route efficiency is improved through collaborative negotiation of entry times and track loading and oceanic traffic handling is improved through comparison of current routes against desired profiles to identify beneficial control actions. The negotiation for entry times includes looking ahead to plan near-term climbs when loading tracks. Oceanic 4D profiles of active flights are continually examined to determine control actions that enhance oceanic capacity while providing improved efficiency within traffic flows.
OPR/Reference No.	FAA /104102
OCR/Reference No.	NASA (Suggested)

Google References

Google Scholar References

Proposed New IOC:

Relationships



IWP Annual Update and Review Activity

- The results of the validation activity to date have been included in the Fiscal Year 2012 (FY12) version of the IWP along with capability descriptions and reformatted narratives to align with the new structure
- Enhancements to improve the consistency of Policy Issues with other IWP elements completed
- Alignment of the IWP and the Avionics Roadmap was completed
- Redesign of the JPE both cosmetically and functionally has been completed